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Amendments to the Claims
This listing of claims will replace all prior versions,
and listing of
Claims in this application.

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Listing of the Claims.

1. (Original) A brake device for a motor vehicle, the
brake device including a friction first element
10 suitable for having a first face pressed against a
first face of a second element which is secured to a
wheel of the motor vehicle in order to slow said
vehicle down, and an application third element for
15 applying a braking force bearing via a first end
against a second face of the friction first element
that is opposite from the first face of the friction
first element and suitable for pressing the friction
first element against the second element, said brake
20 device also including amplifier means for modifying the
inclination of a tilttable plane containing the bearing
surface between the friction first element and the
application third element relative to a plane
containing the first face of the second element.

- 25 2. (Original) A brake device according to claim 1,
wherein the means make it possible for the inclination
of the plane containing the bearing surface between the
friction first element and the application third
element to be modified continuously relative to the
30 plane containing the first face of the second element.

3. (Original) A brake device according to claim 1,
wherein the first means are constituted by a brake pad
having a rigid support carrying the second face and a
35 lining provided with the first face suitable for coming

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into contact with a first face of the brake disk, and wherein the third element includes a piston provided with the first face in contact with the second face of the rigid support via the amplifier means and a braking force generator suitable for applying a braking force to the piston.

4. (Original) A device according to claim 3, wherein the braking force generator is a master cylinder.

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5. (Original) A device according to claim 3, wherein the braking force generator is an electric motor.

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6. (Original) A device according to claim 3, wherein the braking force generator is a hydraulic pump.

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7. (Original) A device according to claim 1, wherein the means comprise a first part that is mounted to pivot in the piston, in the first end of said piston, and a second part mounted to pivot in the friction first element, in the second face of the friction first element, and wherein the first and second parts are in mutual abutment respectively via first and second plane faces, said faces being parallel to the tilttable plane.

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8. (Original) A device according to claim 7, wherein the first part is substantially in the shape of a half-cylinder disposed in a semi-cylindrical cavity integral with the piston and wherein the second part has substantially the shape of a half-cylinder disposed in a semi-cylindrical cavity in the friction first element.

9. (Original) A device according to claim 7, wherein the first part is substantially in the shape of a half-sphere disposed in a hemispherical cavity integral with the piston, and wherein the second part is substantially in the shape of a half-sphere disposed in a hemispherical cavity integral with the friction first element.

10. (Original) A device according to claim 7, wherein the means further comprise friction-reducing means for reducing the friction between respective ones of the first and second parts and respective ones of the first and second cavities, and also between the first and second faces of the first and second parts.

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11. (Original) A device according to claim 10, wherein the friction-reducing means are ball bearings.

12. (Original) A device according to claim 1, wherein the amplifier means are activated by an electric motor.

13. (Original) A device according to claim 1, also including a parking brake mechanism co-operating with the braking force amplifier means so that the tiltable plane is tilted in the same direction as the gradient on which the motor vehicle is parked.

14. (Withdrawn) A device according to claim 1, including additional means for applying a braking force against the friction first element.

15. (Withdrawn) A device according to claim 3, including additional means for applying a braking force against

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the friction first element, and wherein the additional means are resilient means exerting a force on the piston so as to press the friction first element against the second element in the event that the 5 generator fails.

16. (Original) A device according to claim 1, wherein the means also make it possible to press the friction first element against the second element.

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17. (Withdrawn) A device according to claim 7, wherein the means also make it possible to press the friction first element against the second element, and wherein the assembly formed by the first and second portions 15 form a cam having a pivot axis.

18. (Withdrawn) A device according to claim 17, wherein the assembly formed by the first and second portions has a cross-section that is substantially ellipsoidal.

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19. (Currently Amended) A The device according to claim 1 for use in a brake system including having an electronic computer, a brake control suitable for being actuated by a driver, detection means for detecting when said brake control is actuated, and detection means for detecting the speed of at least one wheel -
~~said brake system also including at least one brake device according to claim 1, applied to said wheel,~~
wherein the amplifier means being is controlled by the
30 electronic computer.

20. (Currently Amended) A brake system The device
according to claim 19, wherein the amplifier means of

the device are is activated when actuation of the brake control is detected that corresponds to detects a level of deceleration greater than a predetermined value.⁶

5 21. (Currently Amended) A system The device according to claim 19, wherein the amplifier means are is actuated for a deceleration value to be reached that is greater than a predetermined value.

10 22. (Currently Amended) A system The device according to claim 19, wherein the amplifier means are is activated in the event that a it is necessity to decelerate the speed of the said wheel is detected.